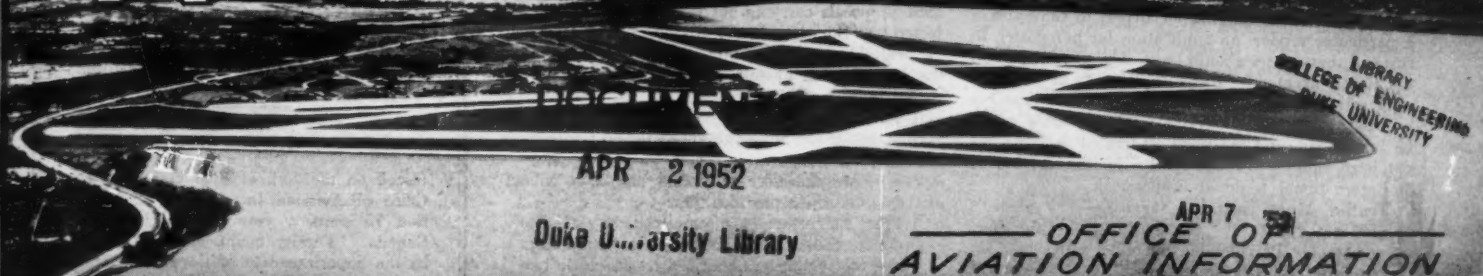


CA JOURNAL



Airport Group Undertakes Study of Nation's Airports

A detailed study of airport facilities, both civil and military, their location as to convenience and utility, and the problems they may present as to noise and possible danger, has been undertaken by the President's Airport Commission.

The Commission, appointed by the President last month, consists of Lt. General James H. Doolittle, Vice-President, Shell Oil Corporation, Chairman; Dr. Jerome C. Hunsaker, Head of the Department of Aeronautical Engineering, Massachusetts Institute of Technology; and Charles F. Horne, Administrator of Civil Aeronautics. S. Paul Johnson, Director of the Institute of Aeronautical Sciences was named as Executive Secretary and Staff Director.

The Military Services have designated as Advisors, Capt. W. P. Cogswell, U. S. Navy, and Col. Ross Milton, U. S. Air Force. Phillip A. Hahn of CAA's Office of Airports, A. D'Arcy Harvey, CAA Program Planning Officer, and John W. Crowley, Jr., Associate Director for Research, NACA, were designated Staff Experts.

Future Developments to be Studied.—General Doolittle pointed out that in addition to making the national study of airport facilities "it will be necessary also for the Commission to study future developments of aviation to determine whether or not our present airports meet not only today's requirements but also to anticipate those which will result from technological improvements, taking also into consideration the impact of modern airports on city planning.

"This Commission solicits the opinion, in writing, of all individuals and agencies interested in airport construction and use problems and programs so that representative opinions can be obtained and studied," he said. "Correspondence should be addressed to the Chairman of the Commission.

"Where necessary, field studies will be made to aid the Commission in preparing its recommendations."

President's Letter.—The letter of the President to General Doolittle appointing the Commission and setting forth its objectives stated:

"For some time now, I have been seriously concerned about airplane accidents, both commercial and military, that have occurred in the take-off and landing of aircraft, especially in heavily populated areas. I have been concerned about the loss of life and I have been concerned about the anxiety in some of our

cities. I have decided to set up a temporary President's Airport Commission to look into the problem of airport location and use. I am delighted that you are willing to serve as chairman of the Commission, and I hereby appoint you as such. Mr. Charles F. Horne, Administrator of Civil Aeronautics and Dr. Jerome C. Hunsaker, Head, Department of Aeronautical Engineering, Massachusetts Institute of Technology, will serve with you on the Commission.

"The present location of many of our major airports was determined a number of years ago when the aviation industry was new and operations were

(Continued on Page 28)

National Airport Follows Trends; Sets New Record

"Air traffic at Washington National Airport in 1951 followed the national trend and soared to new record high levels," Charles F. Horne, Administrator of Civil Aeronautics said in an address early this month before the Aviation Committee of the Washington, D. C. Board of Trade. "Last year was the first full year to reflect the travel stimulated by defense mobilization and, as a result, airline passenger traffic at Washington National registered a 51 percent gain over 1950," he said.

The Administrator cited operation statistics reflecting this increased traffic volume and showing the comparison with previous years. The 1950 total airline passengers arriving or departing at the airport was 1,629,723 compared to the 2,458,717 passenger figure for 1951, he said. Aircraft landings and take-offs in

(Continued on Page 26)

CAA to Use New Phonetic Alphabet

A new phonetic alphabet, recently adopted by member nations of the International Civil Aviation Organization, will be put into use on April 1 at all CAA ground stations and facilities, according to Charles F. Horne, Administrator of Civil Aeronautics.

Golf, Foxtrot and Papa are samples of the colorful words in the new international alphabet for spelling out unusual and phonetically difficult words.

The new alphabet replaces the one containing the familiar "Able-Baker-Charlie." It was scientifically worked out by ICAO linguists and adopted by ICAO member nations for international use after several years of study.

In tests by representatives of different countries, it was found that the words in the revised alphabet were pronounced with much the same sound in all languages; an impossibility with the old alphabet.

The word Victor for "V" is the only word carried over in the new alphabet from the old. All other words are new and unmistakable in their pronunciation and understanding.

In announcing the use of the new alphabet, the Administrator pointed out that use of the new words by

domestic pilots is not mandatory. CAA towers, communications stations and air route centers will answer to any queries or messages regardless of what alphabet is used. Broadcasts or replies, however, will use the new words when appropriate. It is believed that by this method domestic pilots will gradually become accustomed to the new alphabet and may adopt it.

More important than the use of the new alphabet, according to Mr. Horne, is the continued and increased use of radio communications by all pilots, as CAA has previously requested, without regard to form, procedures, or alphabets.

The new alphabet, followed by the old in parentheses, follows:

Alfa (Able); Bravo (Baker); Coca (Charlie); Delta (Dog); Echo (Easy); Foxtrot (Fox); Golf (George); Hotel (How); India (Item); Juliett (Jig); Kilo (King); Lima (Love); Metro (Mike); Nectar (Nan); Oscar (Obao); Papa (Peter); Quebec (Queen); Romeo (Roger); Sierra (Sugar); Tango (Tare); Union (Uncle); Victor (Victor); Whiskey (William); Extra (X-ray); Yankee (Yoke); and Zulu (Zebra).

Board Order Suspends Philadelphia Airport's Transatlantic Service

The Civil Aeronautics Board last month announced its decision to authorize Trans World Airlines, Inc. and Pan American World Airways, Inc. temporarily to suspend transatlantic service at Philadelphia.

The Board stated that "where a municipality has expended funds to improve an airport to convenience a particular service, an application for permission to suspend that service should be closely scrutinized and not lightly granted." However, the City of Philadelphia was on notice from the outset that unless patronized, international service to Philadelphia might be terminated, and the traffic generated thus far has not been enough to make service to Philadelphia as an international terminal economical.

Traffic Must Sustain Service.—The Board's opinion stated that "we look forward to the time, when not only Philadelphia but other cities both on the Atlantic seaboard and in more inland areas will have sufficient travel to Europe to sustain direct service. In the meantime, we do not believe that it promotes air transportation to force our carriers to continue transatlantic service to a point which, after an extended period of experimentation, they find cannot be economically served, or that it is otherwise in the public interest to subsidize such service where it is clear, as in this case, that a usable air service is otherwise available."

Member Adams dissented from the majority in its allowing TWA to suspend service, since the mail pay required therefor would be insignificant, and since the new International Airport is of great importance to the City of Philadelphia with the air-minded philosophy characteristic of its new city administration. He dissented from the majority's refusal to allow Philadelphia any North Atlantic service since the decision was not supported by a factual finding that the public interest would not be adversely affected. Mr. Adams felt that no adequate service has been offered the city, particularly in the last five years, and that Philadelphia's poor traffic showing during that period was therefore no indication of the public interest which would be adversely affected.

Low-Fare Tourist Service To be Inaugurated on May 1

The Civil Aeronautics Board last month released an order which grants approval for the operation of a low-fare tourist air service across the North Atlantic during the 1952 summer traffic season. The service is to be inaugurated on May 1.

The tourist service proposal which had been under consideration by the Board was developed at a special meeting of the International Air Transport Association held in Nice, France, during November, 1951.

The proposal agreed upon provides for a year-round one-way tourist fare between New York and London of \$270, and round-trip fares of \$486 during the months of April through October, and \$417 in November through March. These rates compare with present first-class "on-season" fares of \$395 one-way and \$711 round-trip.

Most of the carriers engaged in transatlantic service plan to use their largest and most modern aircraft on tourist flights. However, the seating density of each airplane will be substantially higher than is operated in regular service, and meals will be charged for at compensatory rates.

The Board expressed its complete satisfaction with the results achieved at the Nice conference, and complimented the carriers concerned upon the enthusiasm and spirit of cooperation which made agreement upon this new type of service possible.

Board Reaffirms Policy On Transatlantic Trips By Charter Operators

In March, 1951, the Board issued a policy statement respecting transatlantic charter services and at that time announced that consideration should be given to the establishment of a low fare for individual passengers in transatlantic service. During 1951 proposals carrying out this view have been perfected, the Board said, and greatly reduced fares will be available in the coming summer. By reason of the inauguration of this transatlantic coach service experiment, the Board believes that any need for special relief in the form of exemptions from charter regulations or the authorization of indirect carriers is minimized.

The Board therefore reaffirmed its policy enunciated in 1951 which provides that:

(1) No further exemptions will be issued to authorize transatlantic charter operations except where the regularly authorized transatlantic carriers are unable or unwilling to provide reasonably adequate charter service at established charter rates.

(2) The certified U. S. transatlantic carriers will be authorized to contract for the equipment and personnel of other air carriers to perform charter service.

(3) Charter operations will be restricted to the carriage of traffic of the type permitted under the charter regulation issued concurrently herewith.

(4) No exemptions will be issued to indirect carriers of passengers.

The Board pointed out that the foregoing policy does not in any way preclude charter operations by the regularly authorized transatlantic carriers, nor does the regulation preclude agents of carriers from assisting groups in arranging transportation.

The Board's regulations governing charter services also provide in part that the entire capacity of one or more aircraft may be engaged for the transportation of a group of persons by an agent or representative of such group, provided that no part of his business is the formation of groups for transportation or the solicitation or sale of transportation services.

In considering the problem of transatlantic charter service, the Board said, they have endeavored to take full cognizance of all aspects of a very complex matter, not overlooking the possible requirements in the field of international educational travel. Reviewing the experience of past years, however, and after careful consideration of the past extent of this activity, and the recognized importance of promoting student travel, it was the conclusion of the Board that the inauguration of coach service across the North Atlantic together with other means of air travel available through the authorized carriers will adequately serve anticipated needs.

National Airport Record

(Continued from Page 25)

1951 totaled 186,747, an increase of 38,000 over the previous year.

"Those figures indicate why it was necessary to seek a site for another major civil airport in the Washington area and explain our belief in the need to get started on the new airport at Burke," he said.

Mr. Horne disclosed that before the site at Burke was selected, many sites were considered and disposed of until only six remained. These were studied individually in great detail, then compared and evaluated on the basis of topography, location, costs, the impact on the community and other related conditions. He said that if planning proceeds according to

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CAA JOURNAL

DEPARTMENT OF COMMERCE
Charles Sawyer, Secretary

Civil Aeronautics Administration
Charles F. Horne, Administrator

Ben Stern, Director
Office of Aviation Information

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CAA and CAB Releases

Copies of CAA releases may be obtained from the CAA Office of Aviation Information. CAB releases are obtainable from the Public Information Section of the Board.

Administration

CAA Concentrates Field Safety Functions under Separate Heads—(CAA 52-9) (Feb. 5).

CAA Ground Stations to Use New Alphabet Starting April 1—(CAA 52-11) (March 7).

Board

CAB Approves West Coast Common Fare Structure—(CAB 52-11) (Feb. 1).

Civil Aeronautics Board Adopts Emergency Regulation Reducing Maximum Weight of C-46 Passenger Aircraft—(CAB 52-12) (Feb. 1).

Board Names Inquiry Panel for Public Hearing Involving American Airlines Convair at Elizabeth, N. J.—(CAB 52-13) (Feb. 8).

CAB Postpones Accident Hearing—(CAB 52-14) (Feb. 11).

Reaffirmation of the Policy Statement of the Civil Aeronautics Board Respecting Trans-Atlantic Charter Services—(CAB 52-15) (Feb. 12).

CAB Approves TWA-Braniff-Eastern Interchange—(CAB 52-16) (Feb. 13).

CAB Denies National-Eastern Interchange—(CAB 52-17) (Feb. 13).

CAB Approves IATA North Atlantic Tourist Fares—(CAB 52-18) (Feb. 14).

CAB Temporarily Suspends Trans-Atlantic Service to Philadelphia—(CAB 52-19) (Feb. 18).

Board Announces Dates of Two Public Hearings Investigating Two Air Crashes at Elizabeth, N. J.—(CAB 52-20) (Feb. 20).

Board Reopens Hearing on Renewal and Extension Application of Lake Central Airlines, Inc.—(CAB 52-21) (Feb. 21).

Board Suspends Air Coach Tariffs—(CAB 52-22) (Feb. 27).

the present schedule, and the necessary appropriations are made available, CAA will be in a position to award construction contracts during the coming fiscal year. The present schedule provides for completion of the \$14,000,000 project during the summer of 1955.

CAA JOURNAL

Official Actions . . . Civil Aeronautics Board CAB Suspensions

Regulations

Part 5 Effective March 5, 1952

New Part, "Glider Airworthiness," established consisting of the administrative material necessary to reflect type certification procedures. The Board issued the following explanatory statement:

"In the past, pending the development of specific airworthiness requirements for gliders, the Administrator of Civil Aeronautics has been type certifying gliders on the basis of the general provisions of the airworthiness part of the Civil Regulations applicable to powered aircraft together with certain supplementary material specifically intended for gliders. It now appears that the past satisfactory procedure with respect to the certification of gliders and the relatively few type certificates being issued obviates the necessity of an early promulgation of detailed regulations. It is the Board's intent, however, to make the Civil Air Regulations reflect the present procedure until such time as detailed glider airworthiness requirements are developed. For these reasons the Board is establishing a new Part 5 of the Civil Air Regulations which consists of administrative material necessary to reflect type certification procedures. The part includes material essentially identical to that in Subpart A of other airworthiness parts of the regulations. Section 5.10 establishes the airworthiness provisions of Part 3 as the basis for the type certification of gliders, modified to the extent the Administrator finds appropriate for gliders."

Part 13 Effective March 5, 1952

Revised Part, "Aircraft Engine Airworthiness." The Board issued the following explanatory statement:

"The previously effective Part 13 was promulgated in 1941 and has remained substantially unchanged to date. The present revision of this part is for the purpose of making it consistent in form and language with other airworthiness parts of the Civil Air Regulations and to bring up to date certain technical provisions. The administrative provisions to Subpart A have been completely rewritten for consistency with corresponding rules in other airworthiness parts. In amending these administrative rules it is not the intent of the Board to alter any of the procedures which have been consistent with the previously effective regulations. Although the present provisions with respect to eligibility for type certification under Part 13 do not make direct reference to the acceptance by the Administrator of military specifications, nevertheless such acceptance is implicit within the provisions of § 13.10 and, therefore, the revised Part 13 is not intended to imply any general change in policy in this regard."

"The scope of Part 13 has also been extended to cover the certification of turbine type engines. These rules reflect experience in turbine design during the past years and take into account certain international standards which have received general acceptance."

"The provisions of revised Part 13 reflect the discussions at the annual airworthiness meeting and the subsequent comments on the notice of proposed rule making."

Part 14 Effective March 5, 1952

Revised Part, "Aircraft Propeller Airworthiness," makes form and language consistent with other airworthiness parts and brings up to date certain technical provisions.

Amdt. 1-1 Effective March 5, 1952

Amends Part 1 with respect to changes in type design (including service experience changes) formerly in other parts, and makes form and language consistent with other airworthiness parts.

Amdt. 3-7 Effective March 5, 1952

Amends Part 3 so as to include a complete revision of the administrative provisions; several substantive changes with respect to the spin requirements for the aerobatic category, and establishes simplified structural design and new water load criteria.

Amdt. 4b-6 Effective March 5, 1952

Amends Part 4b to make it consistent in form and language with other airworthiness parts; and with respect to performance flight characteristics and controllability, crash load factors in forward direction, and design of seat, berth structural attachments, and other equipment.

Amdt. 6-1 Effective March 5, 1952

Amends Part 6 for consistency with other airworthiness parts and for clarity, and makes a substantive change pertaining to power-off landings for multi-engine rotorcraft.

Amdt. 15-4 Effective March 5, 1952

Rescinds Part 15. The following explanatory statement was issued by the Board:

"Present Part 15 of the Civil Air Regulations contains provisions for type certification of equipment used on aircraft. However, the adoption of the policy on Technical Standard Orders which sets up a procedure for approval of materials, parts, processes and appliances without the necessity of type certification of such items has made unnecessary the retention of any of the provisions of Part 15. The Board therefore is rescinding Part 15."

Amdt. 26-5 Effective Jan. 15, 1952

Amends Part 26 with respect to the airman identification card requirements of military control tower operators.

Amdt. 41-4 Effective March 5, 1952

Amends Part 41 with respect to operation rules for scheduled air carrier operations outside the United States.

Amdt. 41-5 Effective March 5, 1952

Amends Part 42 with respect to pilot route qualification for international and domestic air carriers.

Amdt. 42-10 Effective March 5, 1952

Amends Part 42 with respect to irregular air carrier and off-route rules concerning operating with one engine inoperative.

Amdt. 61-6 Effective March 5, 1952

Amends Part 61 with respect to scheduled air carrier rules covering operations with one engine inoperative.

SR-378 Effective Feb. 20, 1952

Authorizes "air taxi operators," established by Part 298 of the Economic Regulations, to conduct operations under the provisions of Part 42 of the Civil Air Regulations for 3 years from

its effective date.

SR-379 Effective Jan. 31, 1952

Applies certain transport category performance requirements to the C-46 type aircraft. (Complete text carried in February 20 issue of Journal).

ER-167 Effective Feb. 20, 1952

New Part, 298 establishes a classification of air carriers known as "air taxi operators," provides certain exemptions from Title IV of the Act, and establishes rules and regulations applicable to their operations.

ER-168 Effective Feb. 20, 1952

Amends Part 291 so as to eliminate from its coverage the small irregular carriers provided for in Part 298.

ER-169 Effective Feb. 20, 1952

Amends Part 242 so as to eliminate the reporting requirements for operators of aircraft seating 5 or less passengers.

Airline Orders

E-5968 denies petition of U. S. Airlines, Inc., for reconsideration of Board order No. E-5832 which denied its application for an exemption under section 416 (b) so as to permit the carriage of persons and property under contract with the military establishment. (Dec. 26.)

E-5969 grants the Chamber of Commerce of Philadelphia leave to intervene in the North Atlantic Certificate Renewal case. (Dec. 26.)

E-5970 opinion and order institute a proceeding, effective Jan. 1, 1952, reopening the current final mail rate for West Coast Airlines to determine a new mail rate or to take other appropriate action; and order West Coast to file with the Board by Jan. 31, 1952, an affidavit forecasting traffic and financial results, and related data, for a representative period beginning Jan. 1, 1952. (Dec. 26.)

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NOTICE

Correspondence concerning the Civil Aeronautics Journal, other than subscriptions, should be addressed to the Office of Aviation Information, Civil Aeronautics Administration, Washington 25, D.C.

And Revocations Suspensions

Performing acrobatics at a low altitude over the congested area of Star City, Ark. (The plane crashed when the engine failed during a barrel roll.)—3 months from Jan. 17—William L. Hembres, Birmingham, Ala. (Commercial).

Careless operation of an aircraft (After descending to within a few feet of the ground the aircraft was pulled up in a steep climbing turn. The aircraft stalled, a wing dropped, and the plane then went into a spin and crashed to the ground.)—4 months from Jan. 18—Theodore H. Grants, Albuquerque, N. Mex. (Private).

Careless operation of an aircraft (While taking off from a dirt road, the aircraft struck some wires suspended across the road and crashed into a nearby house.)—6 months from Jan. 14—Horatio S. Miller, Hobbs, New Mex. (Private).

Operating an aircraft within a control zone during instrument conditions without filing a flight plan or receiving clearance from traffic control, and other violations—90 days from Jan. 17—Charles E. Bishop, Nashville, Tenn. (Commercial).

Failure to observe the traffic pattern for the Orlean Airport, Orlean, N. Y., taking off on a cross-country flight that could not be completed during daylight hours when the aircraft was not equipped with position lights, and other violations (The flight was terminated when the aircraft crashed, seriously injuring the pilot and his passenger.)—90 days from Sept. 18—Leonard H. Walker, Duke Center, Pa. (Private).

Operating an aircraft that had not been given an annual inspection (The aircraft crashed shortly after

(Continued on Page 30)

Aircraft Shipments Decrease; Engines Increase

Shipments of civil aircraft decreased during 1951 while engine shipments increased during the same period, according to a report issued jointly by the Bureau of the Census and the Civil Aeronautics Administration.

A total of 2,477 aircraft valued at \$88.8 million were shipped, a 30 percent decrease in number and an 11 percent decrease in value of shipment compared with 1950. Civil engine shipments during 1951 amounted to 4,580 engines having a total of 2,093,800

horsepower. This represents increases of 6 percent in number and 27 percent in horsepower over shipments made during 1950.

Employment during December in plants manufacturing civil and military aircraft reached 362,985, an increase of 63 percent over December a year ago, while the 81,268 employees in engine plants at the year end represented a 60 percent gain.

Comparative figures on aircraft and engine shipments follow:

Civil Aircraft and Engine Shipments in 1950 and 1951

Item	1951		December 1950	Cumulative totals January-December	
	December	November		1951	1950
Complete aircraft, number	152	162	305	2,477	3,520
By weight of plane:					
Under 3,000 pounds airframe weight	110	133	291	2,279	3,391
3,000 pounds airframe weight and over	42	29	14	198	129
By number of places:					
1- and 2-place	109	133	93	2,275	1,029
3- to 5-place			198		2,362
Over 5-place	43	29	14	202	129
By total rated horsepower, all engines:					
1-99 hp	109	133	53	2,273	597
100-399 hp			238		2,789
400 hp. and over	43	29	14	204	134
Value of shipments of plants producing complete aircraft, total (thousands of dollars)	\$23,192	\$19,961	\$13,561	\$182,187	\$153,801
Complete aircraft and parts	18,955	15,827	10,551	188,017	129,283
Aircraft	13,055	10,477	7,999	85,844	100,097
Under 3,000 pounds airframe weight	882	868	1,801	14,201	18,615
3,000 pounds airframe weight and over	12,173	9,609	6,198	74,643	81,482
Aircraft parts	5,900	5,350	2,552	49,173	29,186
All other products (including conversions) ¹	4,237	4,134	3,010	44,170	24,518
Value of shipments of plants producing aircraft engines, total (thousands of dollars)	9,452	8,732	6,677	92,961	63,861
Aircraft engines and parts	8,678	8,199	6,517	85,031	61,193
Aircraft engines	8,678	8,199	2,627	85,031	20,058
Engine parts			3,890		41,135
All other products	774	533	160	7,930	2,168

¹ Includes only conversions performed by companies producing complete aircraft.

Study of Nation's Airports

(Continued from Page 25)

relatively limited. Also, some of the locations reflected special military requirements. Since that time both civil and military air traffic have been growing rapidly, and simultaneously our cities have been continuously spreading out toward these airports.

"Meanwhile, there has been great progress in the art of flying and in the development of supporting facilities. Striking advances have been made in aircraft and power plant development, in speed and service, in operational control of aircraft and in their ability to operate under wide variety of weather conditions. A common system of navigation and landing aids for both civilian and military use, has been installed and is being maintained by the Federal Government on the Federal airways and at important airports. At the same time, the Nation's investment in both civil and military airports has undergone tremendous expansion.

"Our present mobilization efforts have greatly speeded up the tempo of the activities, particularly in the design and production of aircraft and the construction of facilities for the military services.

"In view of these developments, I feel that the Nation's policy on airport location and use should be restudied. We need a study that is both objective and realistic. That is what I want your Commission to do. In undertaking this survey, several major considerations should be kept in mind. On the one hand, provision must be made for the safety, welfare and peace of mind of the people living in close proximity to airports. On the other hand, recognition must be given both to the requirements of national defense and to the importance of a progressive and efficient aviation industry in our national economy.

"In addition to these general considerations, I would like the Commission to take the following specific matters into account.

"1. The Federal, State and local investment in existing civil and military airports and the factors affecting the utility of airports to adjacent communities.

"2. Actions by Federal, State and local authorities to lessen the hazards surrounding existing civil and military airports.

"3. Assignments of newly-activated military units to existing airports, with particular regard for potential hazards to the communities involved.

"4. Site selection for new civil and military airports and the factors affecting relocation of existing airports.

"5. Joint civil and military use of existing or new airports.

"6. Legislation and appropriations necessary to carrying out appropriate policy.

"Because of the urgency of the problem, I hope you will be able to give me your final recommendations within ninety days. In your work, you will have the full cooperation of all the Executive agencies whose functions and interests relate to your assignment. And you will want, of course, to keep in close touch with other groups concerned about this problem, including the Committees of Congress, local authorities and the aviation industry."

Official Actions CAB

(Continued from Page 27)

E-5971 opinion and order suspend, effective 12:01 a.m. EST, Jan. 3, 1952, letter of registration No. 1802 held by New England Air Express, Inc., and order it to cease and desist from engaging in air transportation until further order of the Board. (Dec. 27.)

E-5972 denies petitions of the Chambers of Commerce of Uica, and Rome, N. Y., and the County of Oneida, N. Y., for leave to intervene in the Wiggins Renewal Investigation case. (Dec. 27.)

Scheduled Air Carrier Operations

[Source CAB Form 41]

Domestic: December 1951

Operator	Revenue miles	Revenue passen- gers	Revenue passenger miles (000)	Passenger seat miles (000)	Revenue passenger load factor (percent)	Ton-miles flown		
						Express	Freight	United States mail
Trunk Lines								
American Airlines	6,447,382	353,199	200,874	283,711	70.80	862,142	3,557,363	2,072,581
Braniff Airways	1,006,372	63,207	22,246	37,498	59.33	85,554	138,557	158,785
Capital Airlines	2,006,862	140,141	45,448	80,633	56.36	193,152	426,190	226,528
Chicago & Southern Air Lines	749,140	36,824	13,631	24,650	55.30	67,418	94,739	70,597
Colonial Airlines	284,848	17,498	4,413	9,186	48.04	7,015	8,380	12,507
Continental Air Lines	649,294	26,589	10,483	21,048	49.81	23,413	55,031	66,766
Delta Air Lines	1,489,883	74,522	35,815	57,207	62.61	122,417	319,088	219,629
Eastern Air Lines	4,792,380	260,876	121,554	199,675	60.88	374,881	510,983	612,499
Inland Air Lines	241,680	8,890	3,579	5,677	63.04	7,207	13,481	24,711
Mid-Continent Airlines	702,431	32,004	10,063	18,476	54.47	26,258	41,447	51,299
National Airlines	1,517,526	61,649	41,848	66,292	63.13	75,322	460,132	164,792
Northeast Airlines	353,934	30,556	5,902	10,671	55.31	15,988	17,463	18,177
Northwest Airlines	1,008,499	51,862	35,764	56,832	62.93	157,694	223,761	342,290
Trans World Airways	4,090,486	156,507	122,609	168,263	72.87	638,591	1,356,301	1,346,580
United Air Lines	4,856,493	209,403	142,454	201,851	70.57	847,880	1,624,812	2,436,018
Western Air Lines	775,963	46,810	17,615	28,090	62.71	39,546	51,376	142,073
Trunk Total	30,973,223	1,570,542	834,298	1,269,760	65.71	3,544,478	8,899,134	7,965,832
Feeder Lines								
All American Airways	230,258	12,389	1,732	4,835	35.82	10,705	0	6,628
Bonanza Air Lines	73,354	2,176	556	1,540	36.10	379	1,057	583
Central Airlines	120,063	3,443	470	2,882	16.31	918	2,023	2,265
Empire Air Lines	100,207	3,357	712	2,104	33.84	1,333	0	3,644
Frontier Airlines	382,504	8,499	2,274	8,032	28.31	7,158	25,227	12,713
Helicopter Air Service	26,515	0	0	0	—	0	0	2,363
Lake Central Airlines	79,008	1,819	301	1,659	18.14	4,014	0	1,673
Los Angeles Airways	20,450	0	0	0	—	0	0	3,982
Mid-Continent Airlines	78,093	3,168	669	1,701	39.33	3,001	2,431	1,827
Mid-West Airlines	55,378	161	29	222	13.06	0	0	758
Ozark Air Lines	204,180	4,571	792	4,288	18.47	4,817	0	2,972
Piedmont Aviation	366,187	15,197	3,866	7,689	50.28	5,749	12,480	6,960
Pioneer Air Lines	342,191	13,154	3,473	8,213	42.29	4,113	13,457	12,138
Robinson Airlines	120,712	7,254	1,161	2,526	45.96	4,501	2,492	2,793
Southern Airways	272,555	8,668	1,610	6,724	23.94	8,136	0	3,152
Southwest Airways	185,704	8,676	1,700	3,900	43.59	3,575	5,861	8,556
Trans-Texas Airways	249,074	6,510	1,467	5,275	27.81	2,959	5,461	5,923
West Coast Airlines	110,355	5,327	781	2,317	33.71	724	1,631	966
Wiggins, E. W., Airways	30,773	188	17	120	14.17	76	0	92
Wisconsin-Central Airlines	144,503	6,440	1,013	3,035	33.38	7,872	0	6,747
Feeder Total	3,192,064	110,997	22,623	67,062	33.73	69,530	72,120	92,735
Territorial Lines								
Caribbean-Atlantic Airlines	57,468	8,852	698	1,580	44.18	0	3,541	1,503
Hawaiian Airlines	288,802	28,822	3,677	6,156	59.73	9,193	77,608	5,004
Trans-Pacific Airlines	121,591	11,321	1,386	3,405	40.70	458	3,338	3,034
Territorial Total	467,861	48,995	5,761	11,141	51.71	9,651	84,487	9,541
Grand Total	34,633,148	1,730,534	862,682	1,347,963	64.00	3,623,659	9,055,741	8,068,108

International and Overseas: December 1951

Operator	Revenue miles	Revenue passengers	Revenue passenger miles (000)	Passenger seat miles (000)	Revenue passenger load factor (percent)	Ton-miles flown			
						Express	Freight	United States mail	Parcel post
American Airlines	248,872	9,454	7,154	12,067	59.29	554	192,268	19,145	0
Braniff Airways	367,934	3,361	7,093	15,623	45.40	0	118,915	63,393	0
Chicago & Southern Air Lines	144,059	2,531	2,900	6,693	43.33	0	76,693	5,423	355
Colonial Airlines	66,491	2,599	2,027	3,435	59.01	0	9,576	2,366	750
Eastern Air Lines	264,417	7,083	9,974	15,683	63.60	4,247	25,165	1,974	0
National Airlines	72,642	8,675	2,231	4,127	54.06	19,802	713,650	240,804	0
Northwest Airlines	544,416	6,009	9,558	17,393	55.53	0	947,347	449,526	90,922
Pan American World Airways	1,048,753	23,884	35,069	56,335	62.25	0	2,187,551	401,980	0
Atlantic Division	2,486,213	67,066	62,169	102,717	60.52	0	396,419	84,397	0
Latin American Division	246,512	3,869	4,531	11,178	40.53	0	725,485	496,638	18,956
Alaska Operations	846,904	6,419	22,993	40,949	56.15	251,024	0	37,685	12,169
Pacific Operations	520,932	10,110	11,912	19,087	62.41	0	704,299	514,171	59,762
Pan American-Grace Airways	1,075,599	10,792	28,087	44,061	63.77	0	41,941	150,337	0
Trans World Airways	265,441	3,694	9,154	13,974	65.51	0	4,698	0	0
United Air Lines	8,528	351	115	171	67.25	0	0	0	0
Uruba, Medellin & Central Airways	8,207,713	165,887	215,077	863,493	59.17	275,627	6,179,291	2,532,582	182,914
Total	8,207,713	165,887	215,077	863,493	59.17	275,627	6,179,291	2,532,582	182,914

E-5973 fixes and determines final mail rate to be paid Continental Air Lines on and after Oct. 1, 1951, over its entire system. (Dec. 27.)

E-5974 opinion and order amend certificates, effective Feb. 25, 1952, of Delta Air Lines for route No. 24, so as to permit service to Jackson, Miss., and New Orleans, La., on the same all-cargo flight, and for route No. 54 to Greenville-Spartanburg, S. C., on the same all-cargo flight which operate over the Atlanta-Chicago segment, subject to stated restrictions. (Dec. 27.)

E-5975 fixes certain temporary mail rates for Southern Airways on and after January 1, 1951, over its entire system. (Dec. 27.)

E-5976 approves certain agreements involving Trans World Airlines, Northeast Airlines, various other air carriers, and other carriers, relating to intercompany arrangements. (Dec. 27.)

E-5977 fixes certain temporary mail rates for Central Airlines on and after Sept. 15, 1949, over its entire system. (Dec. 27.)

(Continued on Page 29)

Scheduled Air Carrier Operations

(Continued on Page 31)

International and Overseas: January-December 1951, 1950

Operator	Revenue miles January-December		Revenue passengers January-December		Revenue passenger- miles (000) January-December		Passenger seat-miles (000) January-December		Revenue passenger load factor (percent) January-December	
	1951	1950	1951	1950	1951	1950	1951	1950	1951	1950
American Airlines	2,861,656	2,279,427	115,824	89,869	86,381	68,361	145,615	112,664	59.32	60.68
American Overseas Airlines (ceased opr. 9/26/50)	—	4,808,057	—	105,823	—	160,108	242,038	—	—	66.15
Braniff Airways	3,454,077	2,636,018	30,584	20,857	64,320	43,339	149,199	114,095	43.11	37.99
Chicago & Southern Air Lines	1,677,010	1,883,581	26,425	22,631	31,660	27,089	77,142	75,213	41.04	36.02
Colonial Airlines	796,973	603,336	40,644	23,130	31,830	18,732	41,420	30,082	76.85	62.27
Eastern Air Lines	2,683,590	750,257	58,762	16,698	81,664	17,365	158,263	39,143	51.60	44.36
National Airlines	1,141,013	781,143	112,345	80,538	28,968	21,779	62,892	43,371	46.06	50.22
Northwest Airlines	6,340,138	6,178,833	76,670	54,506	130,120	102,254	225,706	183,985	57.65	55.58
Pan American World Airways:										
Atlantic Division	15,608,215	12,995,265	344,650	192,534	500,565	361,417	770,874	506,187	64.93	71.40
Latin American Division	28,474,837	27,304,956	789,462	695,785	703,653	605,673	1,165,620	985,315	60.37	61.47
Alaska Operations	2,952,395	2,415,563	56,145	43,191	59,172	41,373	131,820	74,406	44.89	55.60
Pacific Operations	9,282,627	9,365,447	81,520	73,640	285,671	225,906	448,052	405,931	63.76	55.65
Pan American-Grace Airways	5,902,560	5,721,664	117,963	100,052	125,747	103,783	215,181	212,739	58.44	48.78
Trans World Airlines	13,283,018	13,814,256	144,955	124,600	362,722	338,317	564,049	555,663	64.31	60.89
United Air Lines	3,093,897	2,191,512	42,236	28,974	104,352	70,029	160,968	112,879	64.83	62.04
Uruba, Medellin & Central Airways	102,336	101,544	2,695	2,649	884	871	2,050	1,733	43.12	50.26
Total	97,654,342	93,830,809	2,040,880	1,675,477	2,597,709	2,206,396	4,318,851	3,695,447	60.15	59.71
Index (1950=100)	104.07	100.00	121.81	100.00	117.74	100.00	116.87	100.00	100.74	100.00

Operator	Ton-miles flown							
	Express January-December		Freight January-December		United States mail January-December		Parcel post January-December	
	1951	1950	1951	1950	1951	1950	1951	1950
American Airlines	9,437	13,060	1,661,663	1,368,694	164,569	126,664	0	0
American Overseas Airlines (ceased opr. 9/26/50)	—	2,058,699	—	—	—	1,076,291	—	285,557
Braniff Airways	0	0	1,393,193	948,090	225,818	69,444	0	0
Chicago & Southern Air Lines	0	0	672,142	667,735	39,195	29,553	2,415	2,329
Colonial Airlines	0	0	51,927	54,793	18,504	5,228	2,191	1,271
Eastern Air Lines	0	0	324,160	298,085	414,145	87,362	0	5,751
National Airlines	25,568	129,831	304,059	139,873	17,343	13,682	0	0
Northwest Airlines	253,686	180,608	7,562,617	6,150,044	1,845,557	2,099,980	0	0
Pan American World Airways:								
Atlantic Division	6,417,994	8,618,755	5,261,815	0	4,310,596	3,050,623	1,091,176	713,952
Latin American Division	9,829,884	21,759,051	14,273,388	0	3,209,386	2,893,128	0	0
Alaska Operations	2,336,137	4,151,967	3,070,184	0	503,525	431,227	0	0
Pacific Operations	3,179,397	5,836,812	4,351,916	0	4,506,084	5,908,064	65,519	0
Pan American-Grace Airways	2,404,998	1,730,000	0	0	356,900	341,938	98,398	39,828
Trans World Airlines	0	0	6,750,664	6,038,294	3,617,315	2,859,268	583,457	480,698
United Air Lines	0	0	508,075	384,198	898,018	665,652	0	0
Uruba, Medellin & Central Airways	28,447	33,976	32,237	0	0	0	0	0
Total	24,485,548	44,512,759	46,218,040	16,049,809	20,126,955	19,658,704	1,843,156	1,529,386
Index (1950=100)	55.01	100.00	287.97	100.00	102.58	100.00	120.52	100.00

Domestic: Passenger Miles Flown (Total revenue and nonrevenue, in thousands)

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Trunk	744,984	589,234	864,819	865,751	890,076	950,749	946,363	994,477	968,165	954,960	842,324	859,938	10,572,731
Feeder	18,080	17,205	22,774	24,014	28,831	31,185	29,799	32,560	29,026	29,172	25,376	24,165	312,190
Territorial	3,886	3,613	4,459	3,759	4,727	6,499	7,080	7,985	5,754	5,184	5,221	5,875	64,042
Total	766,950	710,052	892,052	893,524	924,534	988,424	983,242	1,035,022	1,002,945	989,316	872,921	889,981	10,948,963

Range Decommissioning Outlined by Committee

The Air Coordinating Committee's Air Traffic Control and Navigation Panel last month determined that there should be virtually no decommissioning of the Low/Medium Frequency (L/MF) Ranges until at least July 1, 1953.

The ACC at the same time reviewed the factors governing the policy and program for decommissioning the L/MF 4-course radio ranges presently operated by the Civil Aeronautics Administration in the Continental United States, and which are being replaced by the static-free omni-range system.

The ACC action also provided for the establishment of a special group under the cognizance of the ACC's Navigation Panel, to be composed of technically qualified representatives from the Civil Aeronautics Administration, the Navy, the Air Force and the Aircraft Owners & Pilots Association, for the purpose

of making an immediate detailed study in regard to the retention of certain necessary L/MF airways and facilities, as well as the functions required for the limited L/MF system which will be retained. The Air Transport Association of America also was included in the membership of this group for participation when U. S. airline interests are involved.

In a previous ACC decision on the decommissioning policy, it was stated that the total decommissioning of all L/MF 4-course radio ranges would create serious communications and navigation problems for American aviation, due in part to the increased requirements of national defense and mobilization. Consequently, at that time the ACC recommended that a limited national L/MF 4-course radio range system should remain in operation for an interim period.

Official Actions CAB

(Continued from Page 28)

E-5299 is modified to reflect the proper referral to proposed safety regulation contained in CAB Draft Release No. 51-6; exempts Braniff, Eastern, and Mid-Continent from the requirements of section 408 of the Act, insofar as applicable to the supplemental agreements approved. (Dec. 28.)

E-5979 denies petition of E. W. Wiggins Airways for reconsideration of order No. E-5861 in the New England-Southern States Merger Investigation. (Dec. 28.)

Safety Orders

S-472 affirms the examiner's findings in the matter of the complaint of the Administrator of Civil Aeronautics against John Gordon Bennett; denies appeal of Bennett for oral argument, and request of the Administrator for modification. (Jan. 21.)

S-473 terminates proceeding in the matter of the complaint of the Administrator of Civil Aeronautics against Herman D. Sahagian, Jr. (Jan. 30.)

S-474 denies appeal of George Menos, owner, Mississippi Valley School of Aeronautics, and modifies examiner's finding No. 3 with respect to facilities for operation of his school and in all other respects affirms the examiner's findings in the matter of a complaint of the Administrator of Civil Aeronautics against Menos. (Feb. 1.)

Civil Aviation Highlights

	1952	1951
Airports and airfields recorded with CAA, February 1	6,243	6,390
By type:		
Commercial	2,029	2,292
Municipal	2,316	2,289
CAA Intermediate	57	74
Military	346	335
All others	1,495	1,400
a. Private	1,349	1,243
b. Miscellaneous government	146	157
Civil airports and airfields by class:		
Total	5,897	6,055
Class I and under	3,842	3,984
Class II	962	963
Class III	503	512
Class IV	378	375
Class V	130	138
Class VI and over	82	83
Total U. S. civil aircraft, February 1	88,275	92,472
Scheduled air carrier aircraft, February 1	1,258	1,222
Civil aircraft production, December		
Total	152	305
1- and 2-place models	109	93
3-, 4-, and 5-place models	198	198
Over 5-place models	43	14
Certificates approved, December		
Student pilots	1,743	2,295
Private pilots	1,197	1,376
Commercial pilots	282	387
Airline transport pilots	56	64
Mechanics (original certificates)	344	406
Ground instructors (original certificates)	46	83
Flight instructor ratings	97	88
Instrument ratings	243	86
Control tower operators	(9)	53
Traffic control activity, December		
Aircraft operations, CAA airport towers	1,105,123	1,190,231
Fix postings, CAA airway centers		
Instrument approaches, CAA approach control towers	1,266,475	1,127,752
AIRPORT OPERATIONS	34,168	33,888
Washington National, January		
Scheduled air carrier:		
Passengers departing	48,973	50,044
Passengers arriving	47,920	51,951
Aircraft arrivals and departures	12,422	10,347
Other aircraft arrivals and departures	4,280	3,412
San Francisco Municipal, December		
Scheduled air carrier:		
Passengers departing	59,939	48,746
Passengers arriving	59,528	47,538
Aircraft arrivals and departures	8,647	6,899
Other aircraft arrivals and departures	2,601	2,797
Oakland Municipal, December		
Scheduled air carrier:		
Passengers departing	9,912	9,272
Passengers arriving	9,305	8,144
Aircraft arrivals and departures	5,481	4,913
Other aircraft arrivals and departures	5,554	6,382
Miami International, December		
Scheduled air carrier:		
Passengers departing	71,248	57,259
Passengers arriving	80,295	65,922
Aircraft arrivals and departures	8,709	9,545
Other aircraft arrivals and departures	12,283	8,580
Los Angeles International, December		
Scheduled air carrier:		
Passengers departing	75,079	56,198
Passengers arriving	78,754	60,455
Aircraft arrivals and departures	10,546	8,571
Other aircraft arrivals and departures	6,896	6,520

¹ Airport type definitions. Commercial—Public use and public services, private control. Municipal—Public use and public services, public control. CAA Intermediate—No public services, CAA control. Military—No public services, military control. Other—(a) No public services, private control (b) No public services, Federal Government control (Forest Service, etc.).

² The following is a breakdown of paved airports and unpaved airfields by class of facility:

Class of Facility	Airports		Airfields		Total	
	1952	1951	1952	1951	1952	1951
Class I and under	123	110	3,719	3,874	3,842	3,984
Class II	187	161	775	802	962	963
Class III	341	336	162	176	503	512
Class IV	335	335	43	40	378	375
Class V	124	130	6	8	130	138
Class VI and over	78	80	4	3	82	83
Totals	1,188	1,152	4,709	4,903	5,897	6,055

³ Not available.

⁴ January 1952.

⁵ January 1951.

Scheduled Air Carrier Operations

(Continued on Page 31)

Domestic: January-December 1951, 1950

Operator	Revenue miles January-December		Revenue passengers January-December		Revenue passenger-miles (000) January-December		Passenger seat-miles (000) January-December	
	1951	1950	1951	1950	1951	1950	1951	1950
Trunk Lines								
American Airlines	74,585,315	58,108,773	4,843,813	3,477,374	2,467,833	1,739,523	3,302,093	2,497,762
Braniff Airways	11,727,234	11,210,556	773,839	638,934	267,566	215,406	416,359	391,266
Capital Airlines	25,183,124	20,820,572	1,937,247	1,370,489	604,239	410,582	955,372	763,494
Chicago & Southern Air Lines	8,498,928	7,421,373	453,484	330,716	167,861	117,600	268,565	209,237
Colonial Airlines	3,833,050	3,445,131	244,505	191,659	61,981	49,341	115,506	99,892
Continental Air Lines	6,656,642	5,842,377	285,033	206,023	106,210	72,294	200,409	165,200
Delta Air Lines	16,472,443	14,307,971	881,068	637,336	401,856	280,094	609,347	479,669
Eastern Air Lines	56,074,400	52,073,177	3,438,965	2,634,485	1,548,548	1,226,819	2,385,980	1,988,217
Inland Air Lines	2,816,762	3,073,251	100,481	91,301	40,757	35,883	68,082	69,091
Mid-Continent Airlines	8,358,140	8,256,936	394,831	346,435	121,148	102,516	210,488	193,571
National Airlines	15,308,216	11,333,508	623,151	390,748	403,520	242,775	634,567	452,379
Northeast Airlines	4,731,822	4,211,657	454,738	372,497	87,506	70,468	143,677	135,975
Northwest Airlines	12,427,263	19,669,181	713,914	799,222	472,121	511,194	716,642	901,620
Trans World Airlines	49,531,605	45,810,069	2,081,690	1,569,372	1,512,407	1,106,196	1,986,061	1,685,043
United Air Lines	57,667,157	53,241,983	2,820,523	2,462,466	1,730,950	1,411,737	2,298,758	2,038,475
Western Air Lines	8,576,336	8,237,826	566,629	459,065	216,221	173,580	329,074	314,744
Trunk Total	362,473,437	327,054,341	20,613,911	15,978,172	10,210,724	7,766,008	14,671,980	12,385,635
Index (1950=100)	110.83	100.00	129.01	100.00	131.48	100.00	118.46	100.00
Feeder Lines								
All American Airways	3,243,419	3,083,844	210,473	150,195	29,716	21,213	68,112	64,757
Bonanza Air Lines	911,682	907,256	29,522	18,939	7,531	4,595	18,718	18,263
Central Airlines	1,402,765	1,801,160	34,329	10,822	4,600	1,326	27,617	7,579
Empire Air Lines	1,236,056	1,163,123	44,358	44,534	8,620	8,242	25,955	24,424
Frontier Airlines	4,504,325	3,760,830	102,394	65,626	27,375	17,479	91,227	73,084
Helicopter Air Service	326,009	331,415	0	0	0	0	0	0
Lake Central Airlines	1,152,857	901,799	30,273	12,757	4,964	2,041	23,934	12,748
Los Angeles Airways	293,212	336,571	0	0	0	0	0	0
Mid-Continent Airlines	947,413	222,471	41,957	8,645	8,633	1,845	20,048	4,672
Mid-West Airlines	773,387	1,519,664	2,593	8,940	1,002	3,094	6,076	6,076
Omak Airlines	2,048,982	181,577	49,351	3,999	8,025	594	41,690	3,239
Piedmont Aviation	4,172,072	3,663,002	189,369	123,762	44,091	26,089	87,614	76,923
Pioneer Air Lines	3,919,825	3,708,731	161,856	128,171	42,105	34,449	94,075	89,123
Robinson Airlines	1,495,941	1,186,868	100,227	55,463	15,578	8,841	30,866	23,442
Southern Airways	3,012,199	1,831,961	96,572	38,053	17,185	6,568	64,203	38,490
Southwest Airways	2,438,341	2,311,734	135,158	118,860	26,333	22,236	51,217	48,547
Trans-Texas Airways	2,895,730	3,045,649	76,144	64,754	17,377	14,756	60,854	63,865
West Coast Airlines	1,325,763	1,219,646	77,079	66,401	11,416	9,454	27,861	25,613
Wiggins, E. W., Airways	326,681	460,554	4,089	3,186	379	288	2,061	1,836
Wisconsin-Central Airlines	1,982,533	2,050,946	96,283	48,797	15,303	7,764	36,330	16,928
Feeder Total	38,610,135	33,688,801	1,482,127	969,904	289,637	188,782	775,476	599,549
Index (1950=100)	114.61	100.00	152.81	100.00	153.42	100.00	129.34	100.00
Territorial Lines								
Caribbean-Atlantic Airlines	615,587	551,977	94,089	72,732	7,519	5,852	16,724	14,014
Hawaiian Airlines	3,273,600	2,961,349	342,615	326,135	44,365	42,173	70,401	65,275
Trans-Pacific Airlines	856,147	—	87,341	—	10,777	—	23,972	—
Territorial Total	4,745,334	3,513,326	524,045	398,867	62,661	48,035	111,097	79,289
Index (1950=100)	135.07	100.00	131.38	100.00	130.45	100.00	140.12	100.00
Grand Total	405,828,906	364,256,468	22,620,083	17,346,943	10,563,022	8,002,825	15,558,553	13,064,473
Index (1950=100)	111.41	100.00	130.40	100.00	131.99	100.00	119.09	100.00

Suspensions and Revocations

(Continued on Page 27)

take-off from the Pittsfield Airport, Pittsfield, Me.)—90 days from Dec. 7—Donald D. Susi, Pittsfield, Me. (Private).

Revocations

Performing alterations when he did not hold a mechanic certificate, operating such aircraft when it had not been inspected and approved, repeatedly violating the air traffic rules while performing acrobatics, and other violations—John E. Morgan, Fairmont, W. Va. (Commercial).

Low flying, failing to observe the traffic pattern for the Hagerstown Municipal Airport. Hagerstown, Md. and operating an aircraft during the hours of darkness when the position lights were inoperative—Julius R. Hlista, Baltimore, Md. (Private).

Permitting his name and number to be used by a noncertificated mechanic for the purpose of attesting to the repair of an aircraft when he neither repaired or inspected it—Donald Niblock, Jr., Elkhart, Ind. (A & E Mechanic).

Flying low and diving an aircraft to a low altitude over a group of people assembled on a lake beach—George Lochmann, Dodge City, Kans. (Commercial).

CAM Supplements and Aviation Safety Releases

(Issued between February 1, 1952 and February 29, 1952, and obtainable from the CAA Office of Aviation Information, Department of Commerce, Washington 25, D. C.)

Aviation Safety Releases

No.	Date	Subject
356	2/20/52	ANC-18, "Design of Wood Aircraft Structures," dated June 1951.

CAM Supplements

CAM No.	Supplement No.	Date	Title
3	10	2/27/52	Single Circuit Position Light Flashers.
42	5	2/27/52	Performance Data on Boeing S-307.
43	5	2/1/52	Annual and Periodic Inspections

Scheduled Air Carrier Operations

(Continued from Page 30)

Domestic: January-December 1951, 1950

Operator	Revenue passenger load factor (percent)		Ton-miles flown							
	January-December		Express January-December		Freight January-December		United States mail January-December			
	1951	1950	1951	1950	1951	1950	1951	1950	1951	1950
Trunk Lines										
American Airlines.....	74.74	69.64	8,928,227	7,481,535	35,484,319	35,137,077	15,304,017	10,098,259		
Braniff Airways.....	64.26	55.05	1,037,985	1,064,368	1,989,326	1,956,236	1,524,427	1,308,480		
Capital Airlines.....	60.70	53.78	2,558,911	2,283,458	5,222,155	8,137,082	1,981,942	1,532,246		
Chicago & Southern Air Lines.....	62.50	56.20	763,611	730,012	864,048	892,742	669,611	608,040		
Colonial Airlines.....	53.66	49.39	88,651	84,847	110,761	106,890	109,613	94,717		
Continental Air Lines.....	53.00	43.76	166,282	114,833	582,377	498,356	405,016	205,955		
Delta Air Lines.....	66.94	58.39	1,201,236	1,076,944	3,583,793	3,149,207	1,743,531	1,251,003		
Eastern Air Lines.....	64.90	61.70	4,876,136	4,390,971	5,360,779	9,991,929	5,603,823	5,011,147		
Inland Air Lines.....	59.86	51.94	90,555	71,976	143,838	163,574	206,446	134,683		
Mid-Continent Airlines.....	57.56	52.96	272,209	246,372	512,400	519,725	439,100	330,270		
National Airlines.....	63.59	53.67	482,097	522,236	5,041,459	2,923,058	1,144,550	636,988		
Northeast Airlines.....	67.86	51.82	188,776	187,442	247,413	298,415	155,703	121,244		
Northwest Airlines.....	65.88	56.70	1,778,094	2,139,416	3,691,176	6,934,943	2,287,710	2,578,253		
Trans World Airlines.....	76.15	65.65	7,509,904	6,421,636	14,960,784	13,685,401	11,917,363	9,120,395		
United Air Lines.....	75.30	69.25	9,881,925	9,213,794	22,176,529	27,774,546	18,196,968	12,439,582		
Western Air Lines.....	65.11	55.15	434,911	508,349	609,847	691,450	1,242,877	843,491		
Trunk Total.....	69.59	62.70	40,259,510	36,538,183	100,581,004	112,860,631	62,932,697	46,314,753		
Index (1950=100).....	110.99	100.00	110.18	100.00	89.12	100.00	135.88	100.00		
Feeder Lines										
All American Airways.....	43.63	32.76	148,872	118,874	0	0	60,157	43,189		
Bonanza Air Lines.....	40.23	25.16	3,066	2,053	16,033	9,495	6,483	5,362		
Central Airlines.....	16.66	17.50	5,994	0	10,928	0	22,291	16,344		
Empire Air Lines.....	33.21	33.75	18,511	18,364	0	0	25,559	21,450		
Frontier Airlines.....	30.01	23.92	76,990	57,062	303,611	162,507	127,808	73,965		
Helicopter Air Service.....	0	0	0	0	0	0	0	0		
Lake Central Airlines.....	20.74	16.01	85,925	45,797	0	0	15,276	5,834		
Los Angeles Airways.....	0	0	0	0	0	0	45,764	42,583		
Mid-Continent Airlines.....	43.06	39.49	43,477	8,452	39,097	14,869	21,342	4,692		
Mid-West Airlines.....	13.12	16.49	0	0	0	0	9,501	17,656		
Ozark Airlines.....	19.25	18.34	59,952	8,685	0	0	22,678	4,197		
Piedmont Aviation.....	50.32	33.92	85,107	84,454	126,328	134,346	65,808	51,835		
Pioneer Air Lines.....	44.76	38.65	43,959	48,424	153,977	135,395	108,428	99,334		
Robinson Airlines.....	50.47	37.71	61,566	44,534	39,082	36,550	24,859	20,705		
Southern Airways.....	26.77	17.09	79,359	44,546	0	0	86,011	48,771		
Southwest Airways.....	51.41	45.80	46,480	49,394	125,243	126,773	62,909	46,406		
Trans-Texas Airways.....	28.56	23.10	29,482	32,074	64,359	60,295	50,766	53,640		
West Coast Airlines.....	40.97	36.91	10,577	12,011	34,789	15,614	10,628	7,360		
Wiggins, E. W., Airways.....	18.39	15.69	1,701	0	0	0	1,352	1,719		
Wisconsin-Central Airlines.....	42.12	45.86	107,408	48,095	0	0	60,292	40,555		
Feeder Total.....	37.35	31.49	908,426	622,819	913,447	695,844	856,285	629,006		
Index (1950=100).....	118.61	100.00	145.86	100.00	131.27	100.00	136.13	100.00		
Territorial Lines										
Caribbean-Atlantic Airlines.....	44.96	41.76	0	0	25,445	26,144	10,715	10,313		
Hawaiian Airlines.....	63.02	64.62	98,102	118,033	804,563	489,426	36,466	54,875		
Trans-Pacific Airlines.....	44.96	—	1,723	—	18,708	—	11,323	—		
Territorial Total.....	56.40	60.58	99,825	118,033	848,716	515,570	58,504	65,188		
Index (1950=100).....	93.10	100.00	84.57	100.00	164.62	100.00	89.75	100.00		
Grand Total.....	67.89	61.26	41,267,761	37,279,035	102,343,167	114,072,045	63,847,486	47,008,947		
Index (1950=100).....	110.82	100.00	110.70	100.00	89.72	100.00	135.82	100.00		

Regulations of The Administrator

Through March 1, 1952

Note: Regulations of the Administrator marked with an asterisk (*) on the list given below may be obtained from the Superintendent of Documents, United States Government Printing Office, Washington 25, D. C., at the prices indicated. Remit check or money order, made payable to the Superintendent of Documents, directly to the Government Printing Office. Copies of amendments may be obtained free of charge from the Office of Aviation Information, CAA, Washington 25, D. C., or may be found in the Federal Register for the dates indicated in parentheses. Copies of the Federal Register are obtainable from the Superintendent of Documents.

Organization

*Part 400—Organization and Functions. (10¢.)
Amendments: 1 (July 11, 1951), 2 (August 14, 1951), 3 (Jan. 8, 1952), 4 (Jan. 17, 1952).

Procedures

*Part 405—General Procedures. (5¢.)
*Part 406—Certification Procedures. (10¢.)
*Part 407—Recordation Procedures. (5¢.)
*Part 408—Enforcement Procedures. (5¢.)
Amendments: 1 (Available from CAA.), 2 (October 23, 1951).
*Part 410—Delegation Option Procedures for Certification of Small Airplanes. (5¢.)

Rules

Airmen

*Part 450—Inter-American Aviation Training Grants. (5¢.)

Aircraft

*Part 501—Aircraft Registration Certificates. (5¢.)
*Part 502—Dealers' Aircraft Registration Certificates. (5¢.)
*Part 503—Recordation of Aircraft Ownership. (5¢.)
*Part 504—Recordation of Encumbrances Against Specifically Identified Aircraft Engines. (5¢.)
*Part 505—Recordation of Encumbrances Against Aircraft Engines, Propellers, Appliances, or Spare Parts. (5¢.)
Part 506—Airworthiness Directives Recordation. (Available without charge from CAA.)
*Part 516—Technical Standard Orders — C Series — Aircraft Components. (October 12, 1951.)

Airports

*Part 550—Federal Aid to Public Agencies for Development of Public Airports. (10¢.)
Amendments: 1-15 (Available from CAA.)
*Part 555—Acquisition of Government-owned Lands for Public Airport Purposes. (5¢.)
*Part 560—Reimbursement for Damage to Public Airports by Federal Agencies. (10¢.)
Amendments: 1-2 (Available from CAA.)
*Part 570—Rules of Washington National Airport. (5¢.)
Amendments: 1-2 (Available from CAA.)
*Part 575—Federal Civil Airports on Canton and Wake Islands. (5¢.)
Part 580—Anchorage Airport and Fairbanks Airport. (December 12, 1951.)

Air Navigation

*Part 600—Designation of Civil Airways (including amendments 1 through 18). (10¢.)
Amendments: 19-63 (Available from CAA.)
*Part 601—Designations of Control Areas, Control Zones and Reporting Points (including amendments 1 through 22). (15¢.)
Amendments: 23-67 (Available from CAA.)
Part 608—Danger Areas (October 31, 1951).
Amendments: 1 (Oct. 31, 1951), Correction (Nov. 8, 1951), 2 (Nov. 15, 1951), 3 (Nov. 16, 1951), 4 (Nov. 28, 1951), 5 (Nov. 29, 1951), 6 (Dec. 6, 1951), 7 (Dec. 12, 1951), 8 (Jan. 8, 1952), 9 (Jan. 8, 1952), 10 (Jan. 24, 1952), 11 (Jan. 23, 1952), 12 (Jan. 31, 1952), 13 (Feb. 8, 1952), 14 (Feb. 21, 1952).
Part 609—Standard Instrument Approach Procedures. (July 27, 1951).
Amendments: 1 (August 25, 1951), Correction (October 17, 1951), 2 (Nov. 6, 1951), 3 (Nov. 3, 1951), 4 (Nov. 21, 1951), Correction (Nov. 22, 1951), 5 (Dec. 11, 1951), 6 (Dec. 13, 1951), 7 (Dec. 18, 1951), 8 (Dec. 22, 1951), 9 (Jan. 17, 1952), 10 (Jan. 22, 1952), 11 (Jan. 22, 1952), 12 (Feb. 2, 1952), 13 (Feb. 16, 1952).
Part 610—Minimum En Route Instrument Altitudes. (July 27, 1951, corrected September 21, 1951).
Amendments: 1 (August 6, 1951), 2 (August 24, 1951), 3 (Nov. 2, 1951), 4 (Feb. 2 and 9, 1952).
*Part 612—Aeronautical Fixed Communications. (5¢.)
*Part 617—Airport Traffic Control Rules. (April 21, 1951).
*Part 620—Security Control of Air Traffic. (5¢.)
Amendments: 1-5 (Available from CAA.).
*Part 625—Notice of Construction or Alteration. (5¢.)

Miscellaneous

Part 635—Reproduction and Dissemination of Current Examination Materials. (Available without charge from CAA.)

Hearing Reopened by Board On Lake Central's Certificate

The Civil Aeronautics Board last month reopened for further hearing the application of Lake Central Airlines, Inc., a certificated local service air carrier seeking renewal of its authority to operate Route No. 88 in Indiana and Ohio, and also to extend that route to include new communities.

The Board disclosed that a short time after oral argument was heard a routine audit by the Board's staff of Lake Central's records indicated that certain matters required further investigation to determine whether Lake Central management has been honest, economical and efficient. The Board then undertook a more detailed inquiry into the matters revealed by the audit, and meanwhile, because of the doubt engendered as to Lake Central's fitness and ability, it deferred action on the application of Lake Central.

The Board revealed that as a result of this further inquiry, not yet completed, and from records on file with the Board and other information available, it appears that Lake Central and several of its officers and directors may have violated one or more sections of the Civil Aeronautics Act and the Board's regulations.

CAB Approves Fares To West Coast Points

The Civil Aeronautics Board last month, in its decision in the West Coast Common Fares Case, approved the existing common fare structure for passenger travel between Chicago (and points east) and West Coast points. Under the existing structure a common fare is applicable for first-class passage between Chicago and all major terminals on the West Coast such as San Diego, Los Angeles, San Francisco, Portland and Seattle as well as the smaller points between San Diego and Seattle. In addition, under this structure the carriers permit alternate routings to several of the West Coast cities and generally permit unlimited stopovers all without any additional charge. The investigation was instituted to determine whether this structure is lawful and whether changes should be ordered therein to reflect the difference in mileage flown.

The Board pointed out that, as a result of the long history of common fares, the economics of the West Coast cities have become geared to the concept that "all will compete equally insofar as the more important passenger rates from the east are concerned."

The Board concluded that business has developed on the basis of these fares and that extensive investments would suffer if fares are based on mileage flown. In approving these fares the Board emphasized the unanimous support which the existing structure was given by West Coast cities and civic bodies intervening in the proceeding.

TITLE	NO.	Civil Air Regulations				Civil Aeronautics Manuals			
		Price	Date	Amend-ments	Special Regulations	Price	Date	Supple-ments	Amending Releases
AIRCRAFT									
Certification, Identification, and Marking of Aircraft and Related Products	1	\$0.05	1/15/51	1					
Production Certificates	02					\$0.10	8/ 1/46		
Airplane Airworthiness; Normal, Utility, Acrobatic, and Restricted Purpose Categories	3	.15	11/ 1/49	7	358			7	
Airplane Airworthiness	04					(?)	7/ 1/44		193, 202
Airplane Airworthiness	4a	.20	4/ 7/50		358, 375				
Airplane Airworthiness; Transport Categories	4b	.25	7/20/50	6	358, 361, 370			6	
Glider Airworthiness	5	.05	3/ 5/52						
Rotorcraft Airworthiness	6	.10	1/15/51	1	358			1	
Aircraft Airworthiness; Restricted Category	8	.05	10/11/50			.60	1/ 1/51	1	
Aircraft Airworthiness; Limited Category	9	.05	11/ 1/49	1					
Aircraft Engine Airworthiness	13	.05	3/ 5/52		358				
Aircraft Propeller Airworthiness	14	.05	3/ 5/52		358	.15	5/ 1/46		
Aircraft Radio Equipment Airworthiness	16	.05	2/13/41			Free	2/13/41		62,272
Maintenance, Repair, and Alteration of Certified Aircraft and of Aircraft Engines, Propellers, and Instruments	18	.05	8/15/49		377	1.25	8/ 1/49	1	
APR 7 '52									
AIRMEN									
Pilot Certificates	20	.05	8/ 1/49	10				1	
Airline Transport Pilot Rating	21	.05	8/15/49	3					
Lighter-than-air Pilot Certificates	22	.05	11/ 1/49	6					
Mechanic Certificates	24	.05	9/ 1/49	5	365			1	
Parachute Rigger Certificates	25	.05	9/ 5/50	2					
Air-traffic Control-tower Operator Certificates	26	.05	11/ 1/49	5				4	
Aircraft Dispatcher Certificates	27	.05	11/ 1/49	4				2	
Physical Standards for Airmen	29	.05	10/ 1/49	2					
Flight Radio Operator Certificates	33	.05	2/15/50	5				3	
Flight Navigator Certificates	34	.05	11/ 1/49	4				2	
Flight Engineer Certificates	35	.05	11/ 1/49	4				2	
OPERATION RULES									
Air Carrier Operating Certification	40	.05	9/ 1/49		356, 363, 366, 367, 369, 378			6	
Certification and Operation Rules for Scheduled Air Carrier Operations Outside the Continental Limits of the United States	41	.05	11/15/49	5	356, 367, 372			12	
Irregular Air Carrier and Off-Route Rules	42	.10	6/ 1/49	10	367, 368, 375, 378, 379	1.00	9/ 1/49	3	
General Operation Rules	43	.05	8/ 1/49	7				2	
Foreign Air Carrier Regulations	44	.05	9/ 1/49					1	
Commercial Operator Certification and Operation Rules	45	.05	11/15/49	1	356, 367, 375				
Operation of Moored Balloons	48	.05	9/ 1/49						
Transportation of Explosives and Other Dangerous Articles	49	.10	7/20/49						
AIR AGENCIES									
Airman Agency Certificates	50	.05	10/ 1/49	4		.50	8/—/51		
Ground Instructor Rating	51	.05	10/10/49	2				1	
Repair Station Rating	52	.05	10/15/49			Free	5/—/40	1	
Mechanic School Rating	53	.05	10/15/49			.15	7/ 1/48		
Parachute Loft Certificates and Ratings	54	.05	10/15/49	1					
AIR NAVIGATION									
Air Traffic Rules	60	.10	8/ 1/49					5	
Scheduled Air Carrier Rules	61	.10	9/ 1/49	6	356, 363, 366, 367, 368			10	
Notice and Reports of Aircraft Accidents and Missing Aircraft	62	.05	5/ 1/49						

NOTE: Items for which a price is listed may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Remittances should be made by check or money order payable to the Superintendent. Amendments and Special Regulations may be obtained from the Publications Section, Civil Aeronautics Board, Washington 25, D. C. Free Manuals, Supplements and Releases are available from the Office of Aviation Information, Civil Aeronautics Administration, Washington 25, D. C.

¹ Pending publication of a complete Manual, supplements containing rules, policies, and interpretations of the CAR's will be issued in the form of pages for a Manual and will be available free of charge until release of the Manual.

² Certain aircraft may comply with the provisions of this Part or Part 4a.

³ Out of print.

Single Plane Service Approved by Board

The Civil Aeronautics Board recently approved an interchange proposal of TWA, Braniff and Eastern permitting those carriers to operate a single-plane service from Miami to Los Angeles and San Francisco via Tampa, Houston, Dallas, Fort Worth, Amarillo and Phoenix.

In a supplemental opinion in the Southern Service to the West case the Board pointed out that this new service rounds out the pattern of interchange service across the southern United States. The new service, which will provide a second southern transcontinental interchange operation, and will be additional to the three previously approved and operating American Airlines interchanges, will result in substantial public benefits. Establishment of the TWA-Braniff-Eastern interchange will give a choice between competitive routings for southern transcontinental traffic. It will also introduce a one-plane service between Houston and Dallas and points west, will give Houston its first through one-plane service to South Florida, and will make possible improved service between South Florida and South Texas points.

Traffic Available.—The Board concluded that the traffic figures of record establish beyond question that there is available a traffic market of such substantial proportions as to support the economical operations of all of the interchanges involved. It also pointed out that the new interchange will for the first time provide the benefit of competitive service to the long-haul traffic in the area involved similar to those enjoyed by other segments of the airline network.

In order to implement the interchange service, the Board amended Eastern's certificate for Route No. 10 to authorize an additional segment between Miami and Houston via Tampa, but limited Eastern's operation over the new segment to through-plane flights operated pursuant to the interchange agreement with Braniff and TWA. As was done in extending Continental to Houston for operation of the Continental-American interchange, the route extension authorized for Eastern is temporary in order to provide for re-examination after a reasonable period of operating experience.

Dissenting Opinion.—In a dissenting opinion, Chairman Nyrop and Vice Chairman Ryan concluded that the decision of the majority, making possible what they labeled a "new route-interchange" from Florida to the West Coast, has created an operation that is uneconomical from whatever standpoint it is viewed. This opinion concludes that the majority achieved its primary purpose, competition for American west of Dallas, at the price of setting up an interchange covering the breadth of the country, giving Eastern a new route across the Gulf from Miami to Houston, jeopardizing the success of the through services now in being, and withdrawing from Continental, Delta, and National substantial revenues to the possible impairment of their permanent freedom from subsidy.

The minority stated that in the final analysis careful consideration of the majority opinion leads to the conclusion "that the present decision constitutes a departure from basic principles and policies that have guided the Board in the past; that it is inconsistent with fundamental principles of policy set forth in the Civil Aeronautics Act and that it cannot be reconciled with the current program of the Board which seeks through mergers, consolidations, and route suspensions to reduce the airmail subsidies."

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